

## *Section 2. Project Characteristics*

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## 2. PROJECT CHARACTERISTICS

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### ***The Village at Leesburg***

The Village at Leesburg will be Loudoun County's first "Lifestyle/Town Center" development to incorporate smart growth principles and the latest planning strategies involving the inclusion of a Work environment – Living environment - Shopping environment into an integrated project. The goal is to create a sense of place where the mix of people and uses create vitality throughout the day, every day of the week, rather than a series of stand-alone uses that sit in isolation. The inclusion of the Loudoun County Government Administrative Center will further enhance the vitality and mixed-use nature of the project.

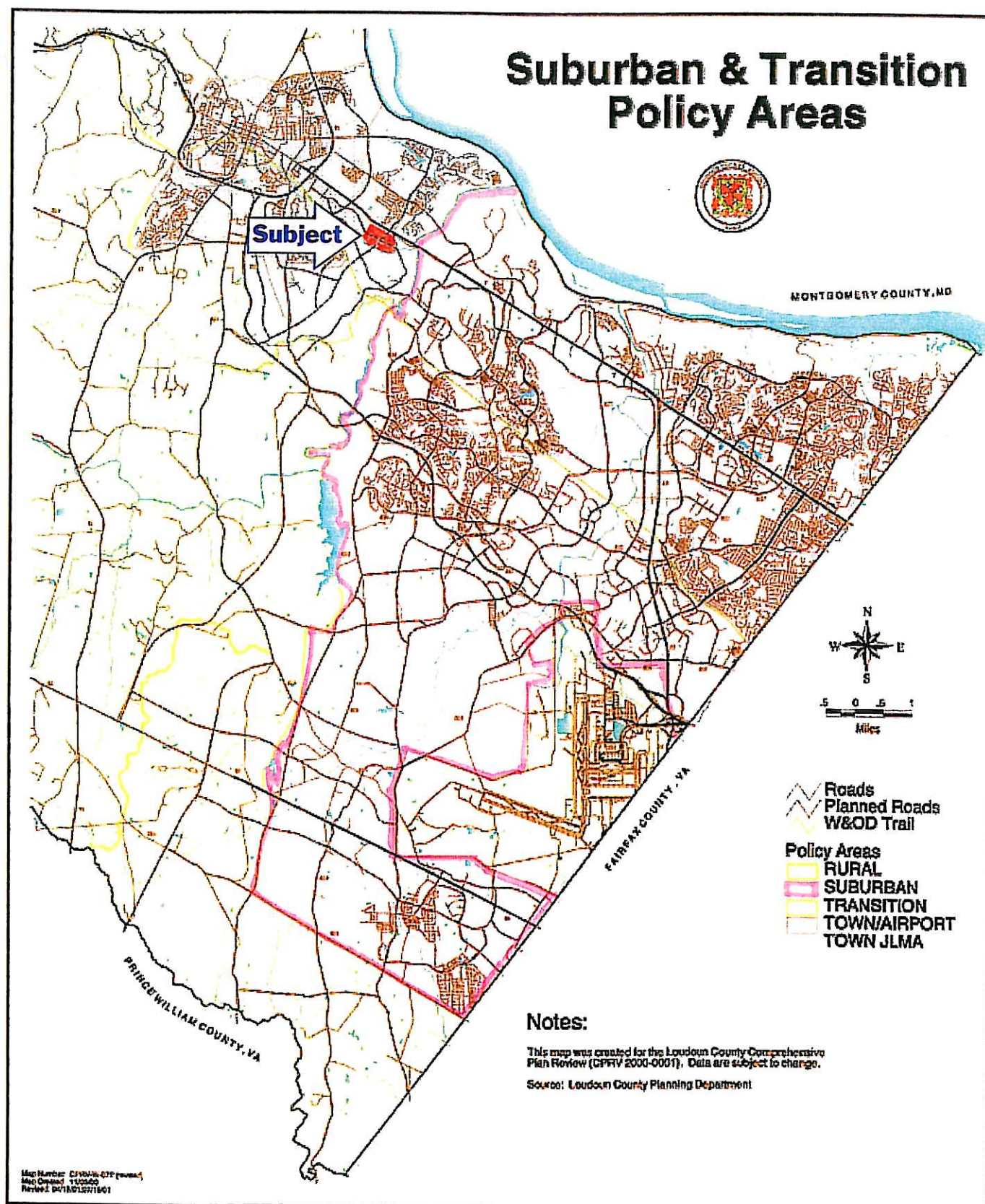
The Village at Leesburg is located on 158 acres fronting on Route 7 at its intersection with River Creek Parkway-Crosstrail Blvd. in the Town of Leesburg. A master site plan is enclosed.

The property is anchored by a mixed-use Village Center of office space, retail shops, and residential units organized along a tree lined "Main Street". The development is anchored by *Wegmans Food Market*, one of the country's most dynamic and innovative grocers. Lease discussions are underway with a national bookstore, high quality fashion retailers, a coffee café, home goods stores, restaurants, cafes and other upscale retail shops.

To complement its strengths, KSI believes in creating strategic alliances with other companies that can bring their specific expertise to enhance the development of a particular property. For this reason, the Village Center is being developed in a joint venture between *KSI Services, Inc.* and *Cypress Equities*, the retail development affiliate of The Staubach Company, a national real estate services firm. (See [www.cypressequities.com](http://www.cypressequities.com) for further information on the company.)

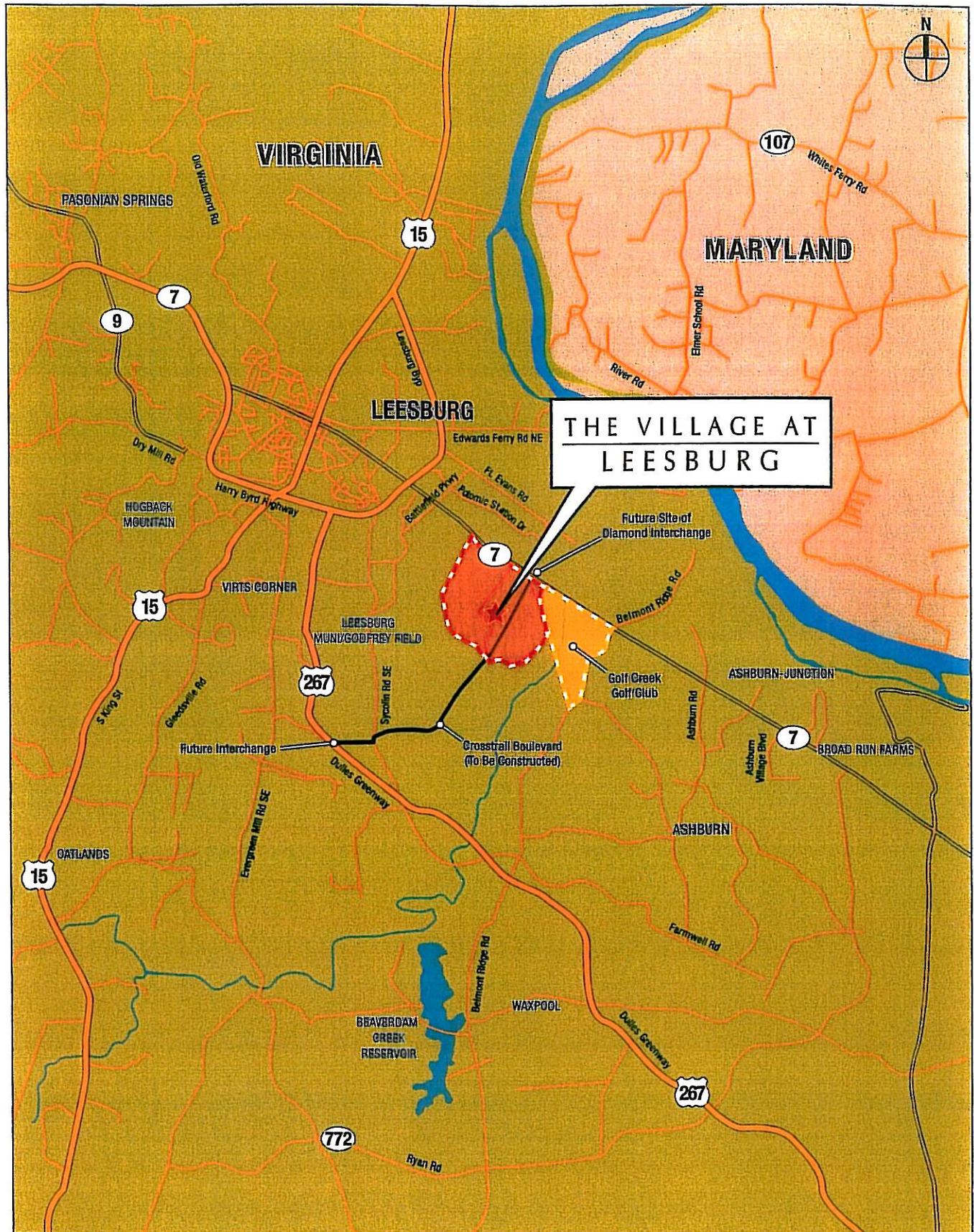
Similarly, *Boston Properties* will bring its expertise in developing Class A office space to the planning, design and construction of the Loudoun County Government Administrative Center.

The Village at Leesburg also includes additional land for the development of office buildings, hotels, and active adult residences.





# THE VILLAGE AT LEESBURG

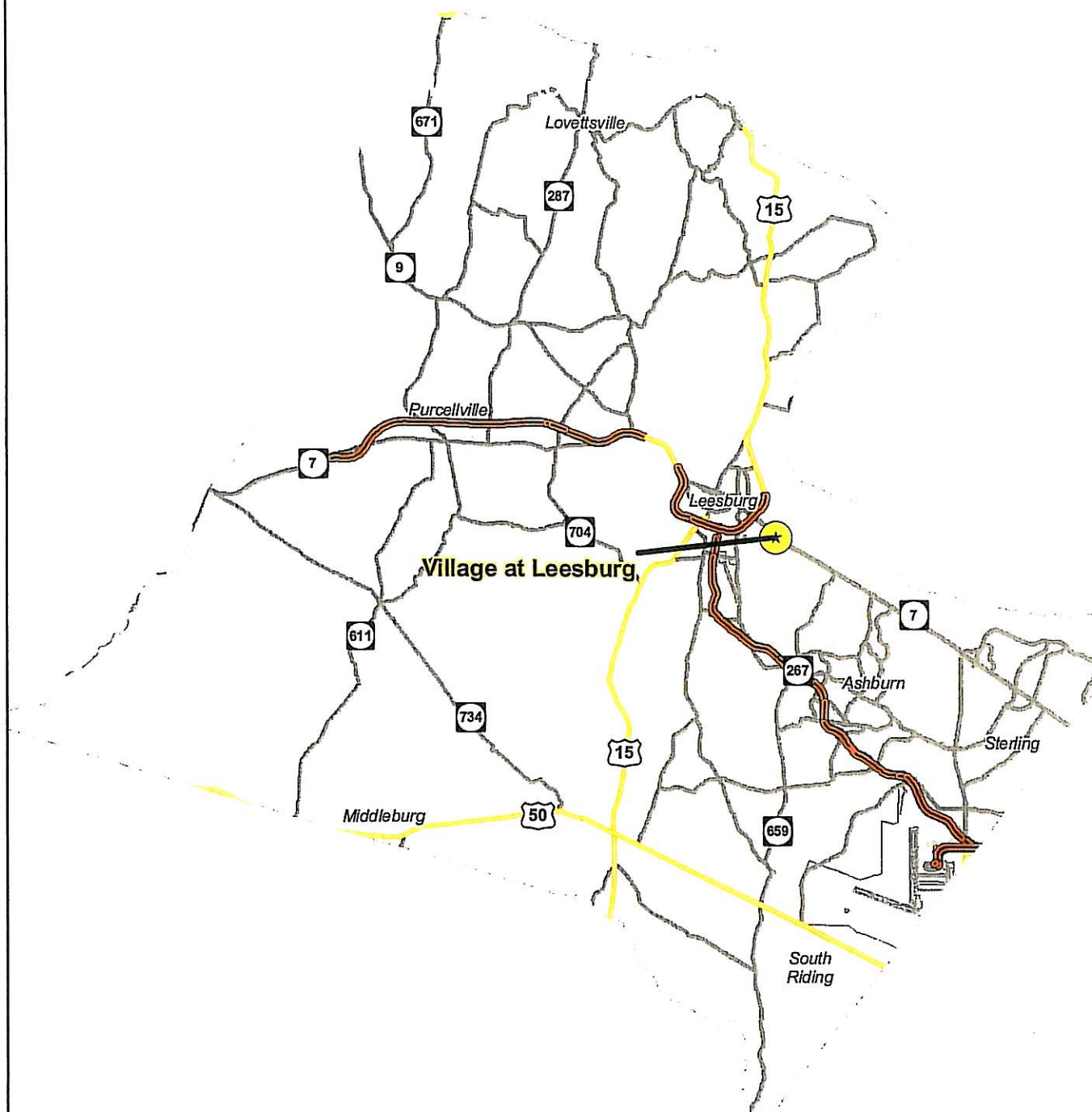


Area Map



# VILLAGE AT LEESBURG

Loudoun County, Virginia



1 Dot = 100 persons

### ***Location***

The Village at Leesburg is within the Town of Leesburg. Leesburg is the historic governmental and commercial center of Loudoun County. The Village at Leesburg site allows the County the opportunity to expand to accommodate its modern needs while maintaining its historic association with the Town of Leesburg and the civic, cultural and tourism resources long associated with the appeal of a Town location.

The Village at Leesburg is best situated to provide convenient access to the citizens of Loudoun County, the employees of Loudoun County and visitors to Loudoun County. Two maps are enclosed in the following pages to illustrate the convenient access to the property ***without being required to pay a toll.***

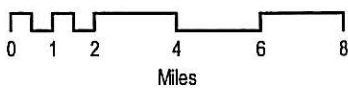
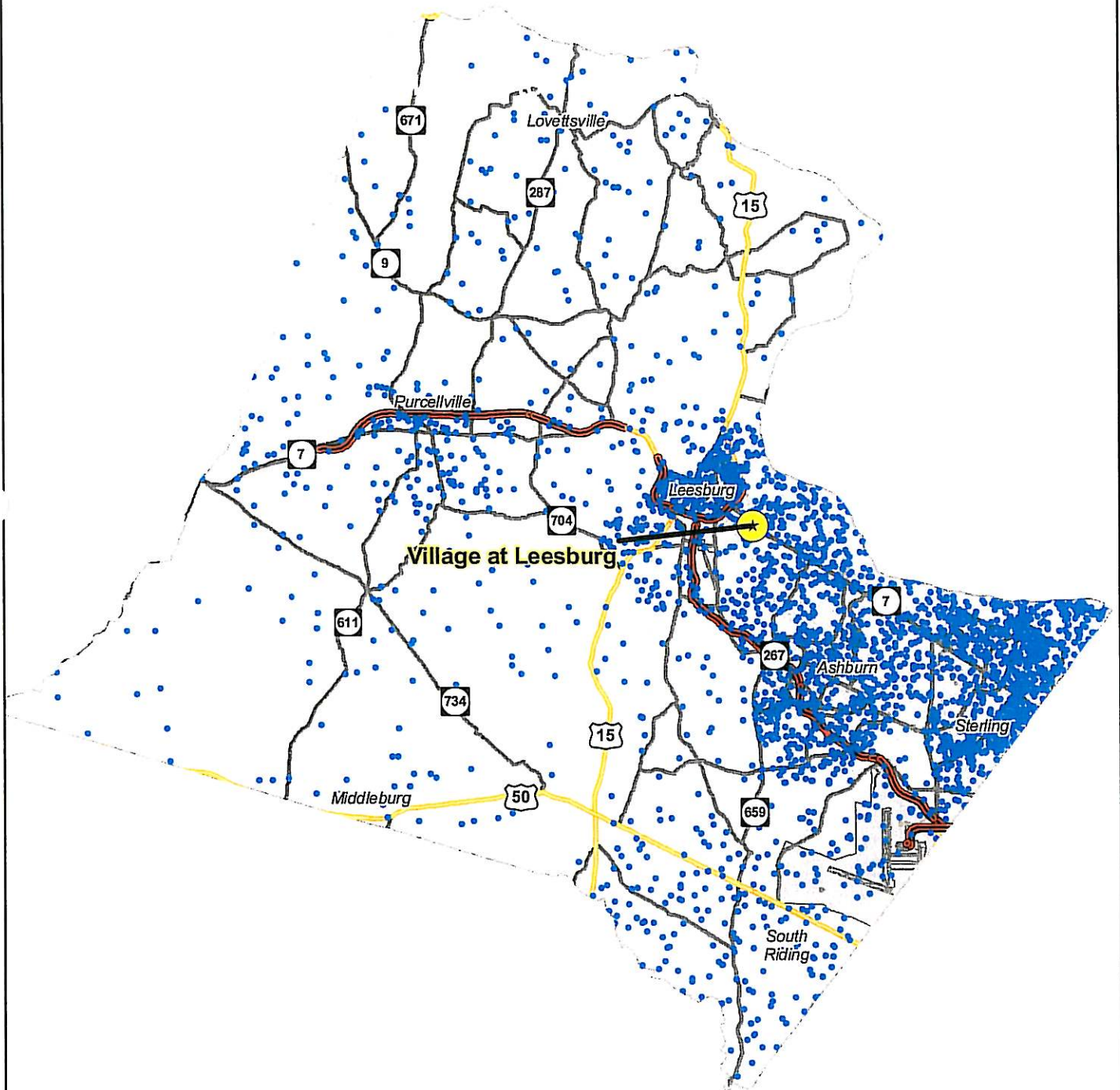
Residents: The first map is the Population Density of the County. The map indicates the concentration of County residents in Leesburg, Ashburn and Sterling along the Route 7 corridor and the well situated location of this site to conveniently serve them. More importantly, for the residents of the western areas of the County, this location allows them to ***use existing non-toll roads*** – Route 7 and Route 15 - to conveniently access County services. These residents will be traveling essentially the same route that they travel today to the County offices only traveling a little further east on Route 7.

Employees: The second map is the Location of County Employees' Residences. The map indicates the concentration of employees along Route 7 east of the Town and in numerous locations west of the Town. This site provides a benefit over sites being proposed along the Greenway in that it provides a convenient location for the vast majority of county employees ***without paying a toll.*** County employees will essentially have the same commute along existing non-toll roads. The majority of county employees are already commuting on Route 7 and Route 15 to go to work.



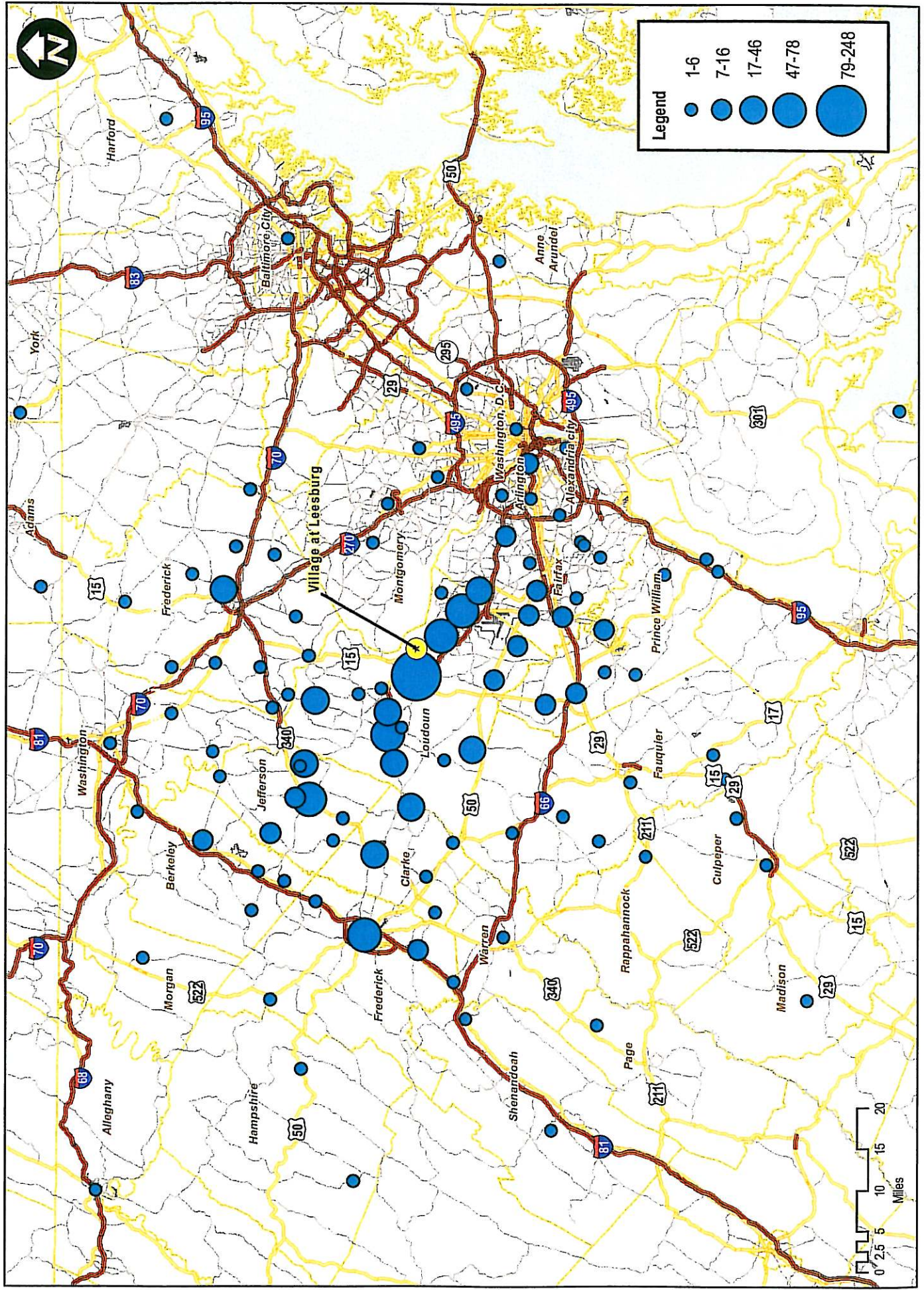
# 2006 POPULATION DENSITY

Loudoun County, Virginia



1 Dot = 100 persons







### **Road Network**

The Village at Leesburg site fronts on Route 7 – the main east-west connector in the County - at its intersection with River Creek Parkway. As part of the development of the property, a grade-separated interchange will be constructed at this intersection. In addition, Crosstrail Blvd. and Russell Branch Parkway will be constructed on the property. These three roads have been designed by KSI's engineers and are in the Town, County, and VDOT approval process with approval expected this Spring. KSI has a contract with Shirley Contracting to construct the Route 7 Interchange and Crosstrail Blvd. Shirley has begun relocating utilities required to construct the Interchange. The steel required to construct the Interchange Bridge is in fabrication.

#### **Access from the West:**

Residents and employees in the western part of the County will access the site via Route 7 or Route 15 to the Route 15 Bypass to Route 7. The site is 1¼ miles east of the Route 15 Bypass. The site is ½ mile from the Route 7/Battlefield Parkway intersection.

#### **Access from the East:**

Residents and employees in the eastern part of the County will access the site via local roads to Route 7. The site is 1-1/4 miles from the intersection of Route 659 (Belmont Ridge Road)/Route 7, 2 miles from the intersection of Route 641 (Ashburn Road)/Route 7, 4-½ miles from the intersection of Route 607 (Loudoun County Parkway)/Route 7 and 6 miles from the intersection of Route 28/Route 7.

#### **Access from the North:**

Residents and employees to the north can access the site via Route 15 to Route 7, Battlefield Parkway to Route 7, or Riverside Parkway to Route 7.

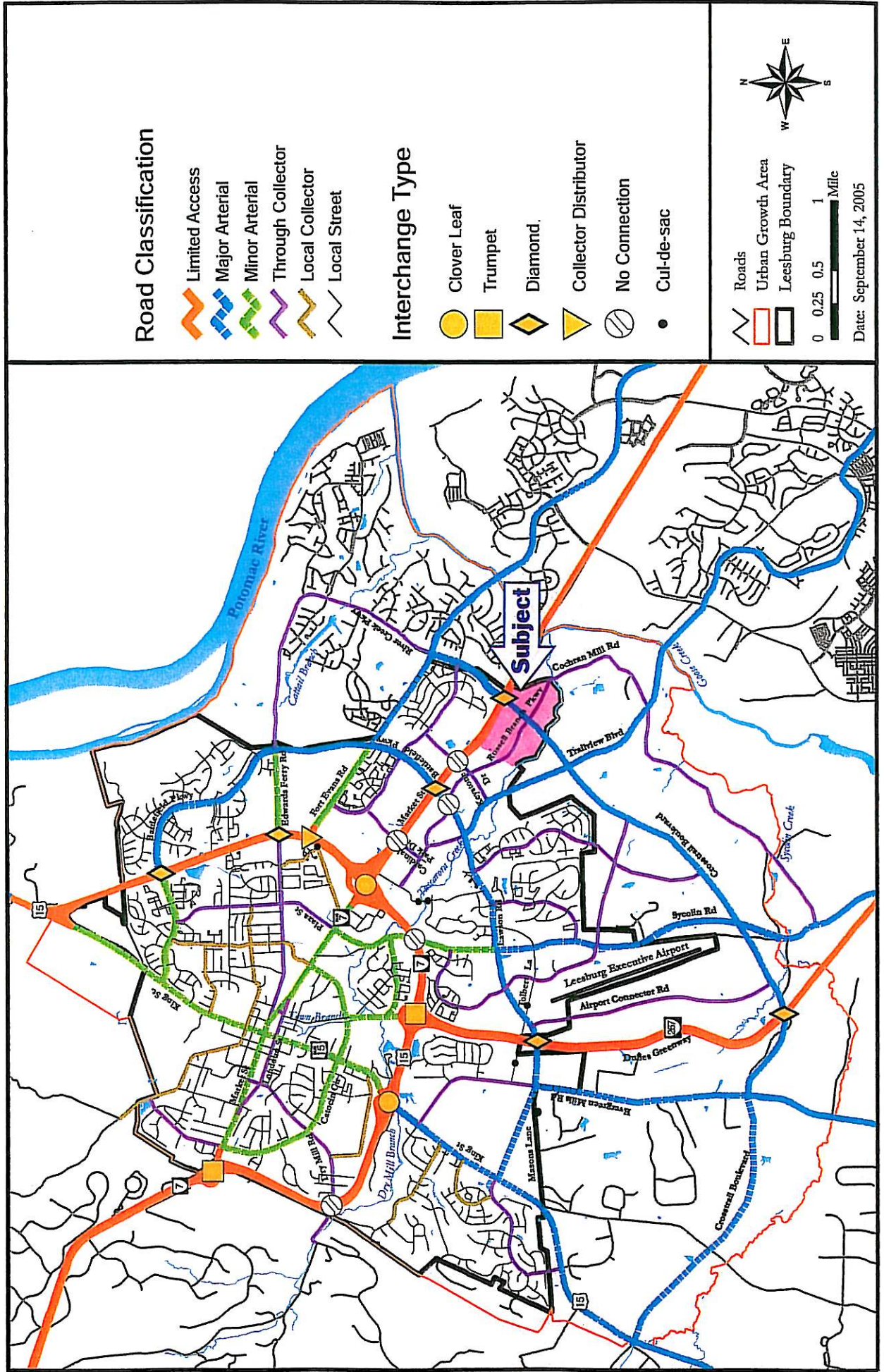
#### **Access from the South:**

Residents from the South Riding and Brambleton areas of the County will be able to access the site from Belmont Ridge Road or the Loudoun County Parkway to Route 7. A connection to the Greenway is planned via Crosstrail Blvd. The first segment of Crosstrail Blvd. will be built with this project.

The Village at Leesburg is ***accessible without paying a toll*** to County residents and employees.

# Leesburg Town Plan 2005

## Roadway Network Policy Map





### ***Loudoun County Government Administrative Center***

Three potential sites within the Village at Leesburg are presented for the Government Administrative Center.

#### Site #1:

This Site is located on Landbays "D" & "E" at the southeast quadrant of the Route 7-River Creek Parkway Interchange. The 400,000 SF building has Route 7 frontage and visibility. The Village Center is immediately to the west. The 100,000 SF building is to the south across Russell Branch Parkway. The site is connected to the Village Center by a system of trails along Russell Branch Parkway.

The land is zoned I-1, Industrial/Research Park District in the Town which allows Office buildings as a permitted use. A parking garage is required to support the 400,000 SF building. A special exception is required for the parking garage. (Note, the Town has granted special exceptions for parking garages for the Village Center.) The Town's Board of Architectural Review is required for all structures. The I-1 zone has a height limit of four stories or fifty feet. A variance would be needed to increase the allowable stories and height.

Future expansion of 300,000 SF would occur on Landbay "E". A parking garage would be required.

#### Site #2:

Both buildings are co-located at the western end of the Village Center site. The building has frontage on Route 7. The site is at the terminus of "Main Street" and is fully integrated into the Village Center. It is envisioned that a portion of the southern building would have ground level retail fronting on "Main Street".

This land is zoned B-4, Mixed-Use Business District in the Town which allows an Office use. Parking would be provided in a new garage and in other garages proposed in the Village Center. A special exception is required for the parking garage. The Town's Board of Architectural Review is required for all structures. There is currently a cap of 208,000 SF on the allowable square footage of office space in this district. Town approval would be required to allow an increase in density to accommodate these buildings.

Future expansion of 300,000 SF would occur on Landbay "E".

#### Site #3:

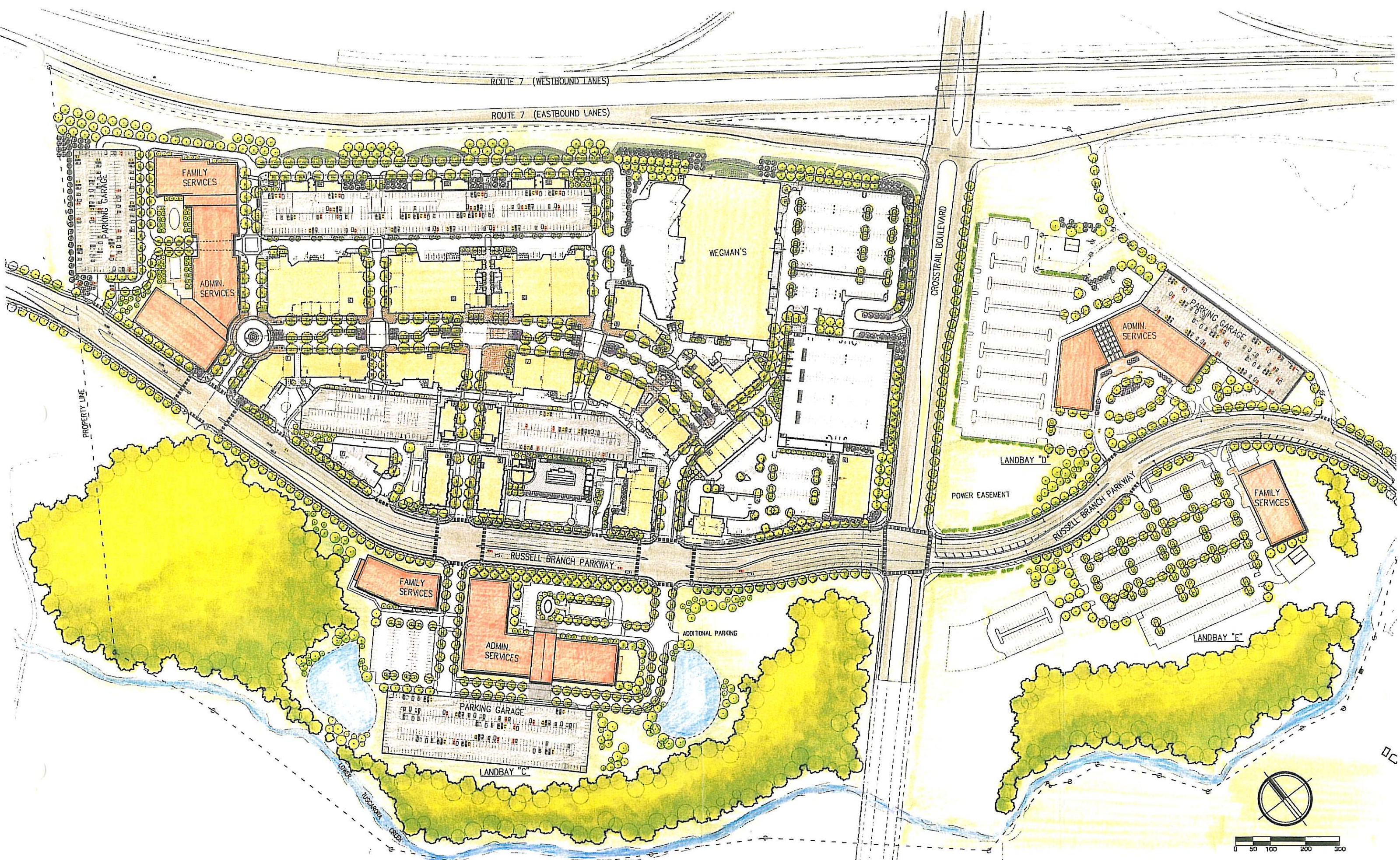
Both buildings are co-located on Landbay "C" south side of Russell Branch Parkway and south of the Village Center. The site is immediately accessible to the Village Center by a system of sidewalks. A surface parking lot is provided for

visitors. A parking garage is required for the balance of the parking requirements.

This land is presently zoned PRC, Planned Residential Community District in the Town for an active adult residential use. The zoning would have to be modified. KSI would propose a "swap" of zoning uses between Landbays "C" and "D". A special exception is required for the parking garage. The Town's Board of Architectural Review is required for all structures.

Future expansion of 300,000 SF would occur on Landbay "E".





ROUTE 7 (WESTBOUND LANES)

ROUTE 7 (EASTBOUND LANES)

CROSSTRAIL BOULEVARD

WEGMAN'S

FAMILY SERVICES

ADMIN. SERVICES

PROPERTY LINE

LANDBAY "D"

POWER EASEMENT

RUSSELL BRANCH PARKWAY

FAMILY SERVICES

ADMIN. SERVICES

PARKING GARAGE

LANDBAY "C"

ADDITIONAL PARKING

FAMILY SERVICES

LANDBAY "E"



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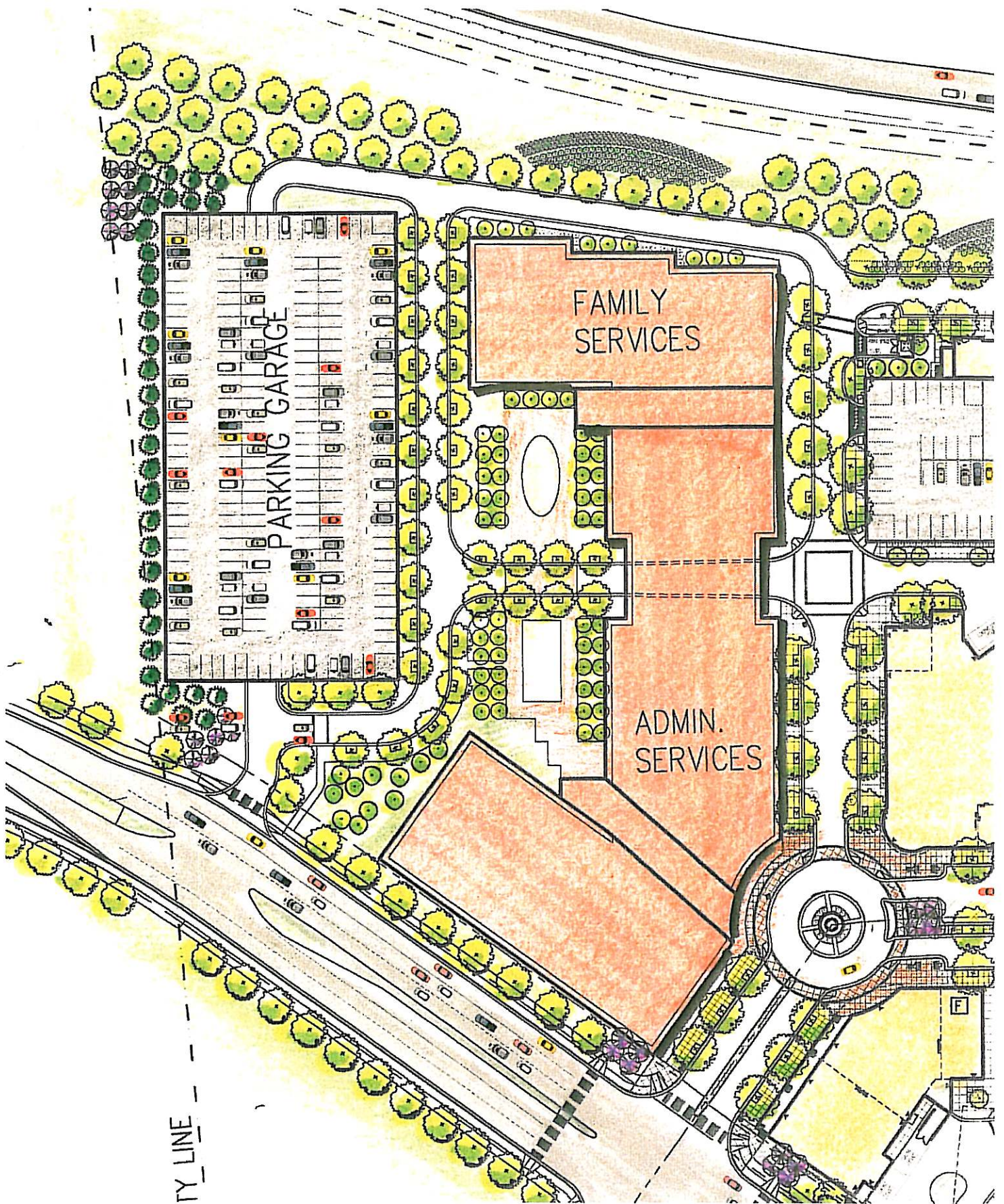
THE VILLAGE AT LEESBURG





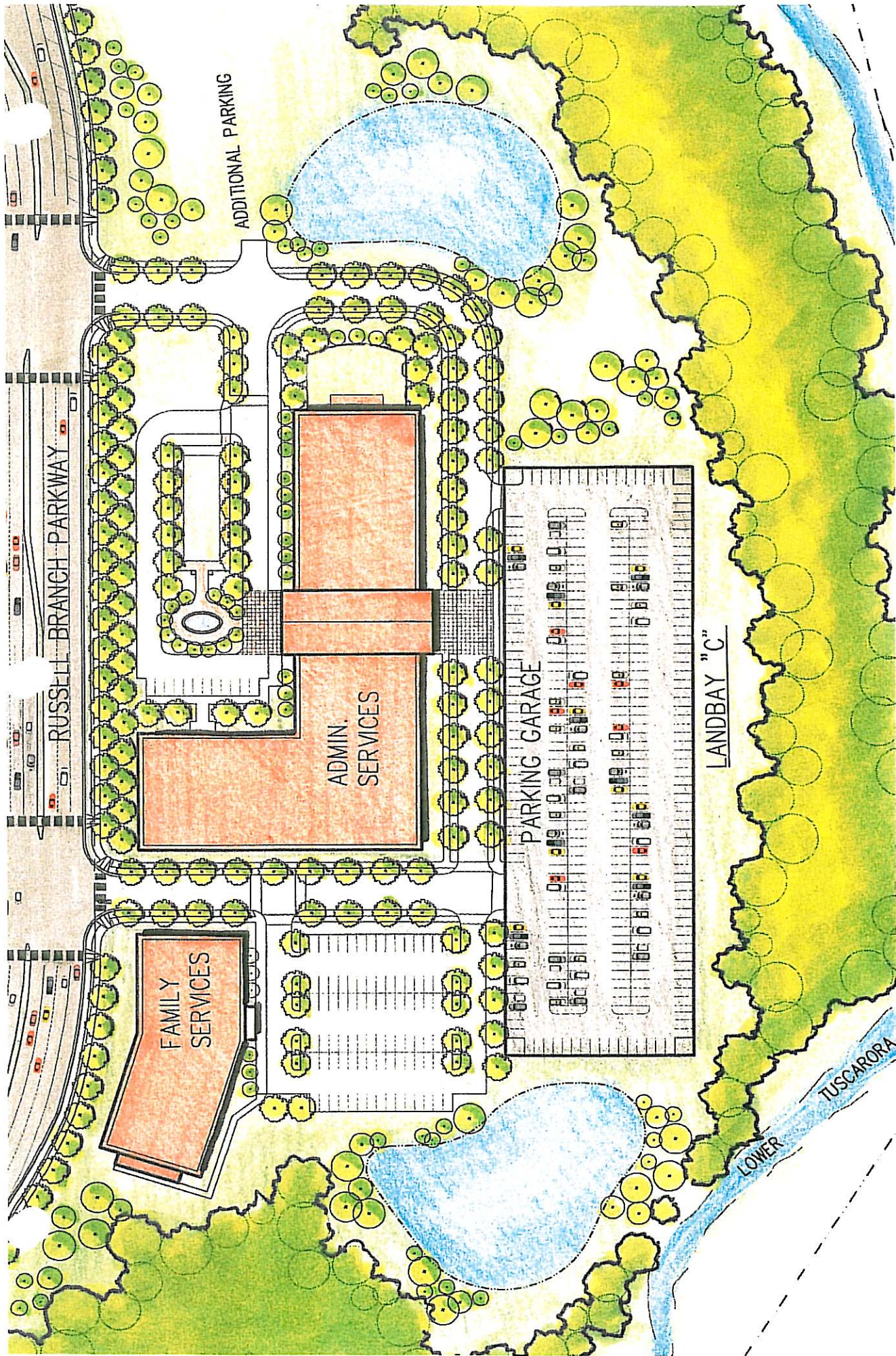
Site 1





Site 2





Site 3







## **2. PROJECT CHARACTERISTICS – OTHER REQUESTED INFORMATION**

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2b. There is no work to be performed by the County or any other public entity.

2c. Federal, State and Local permits and approvals required:

Wetlands exist in the area of the Interchange construction and on portions of the property. Two wetland permits have already been obtained from the Virginia Department of Environmental Quality and the U.S. Army Corps of Engineers that would allow development of the property as envisioned.

A 100 year FEMA floodplain exists on portions of Landbays "C" and "E". A modification of the 100 year floodplain (CLOMR) is being requested. The Town and the County have approved this request and the request is at FEMA for final approval. Approval is expected by April, 2007.

A pump station is required for sanitary sewer service to Landbays "C", "D", and "E". This pump station has been designed and initially reviewed by the Town. It is being resubmitted for final approval by the Town and the State Department of Health. Approval is expected by November, 2007.

The Route 7 Interchange requires VDOT, County and Town approval. Construction drawings have been submitted to these jurisdictions for final review. Approval is expected in April, 2007.

Russell Branch Parkway requires VDOT and Town approval. Construction drawings have been submitted for final review. Approval is expected in April, 2007.

Preliminary/Final Development Plan (Site Plan) approval is required from the Town of Leesburg. This process is administrative. This approval requires specific building and site layout information.

2d. No adverse social, economic, environmental and transportation impacts of the project are known.

The Village at Leesburg is compatible with adjacent land uses. The property is zoned for Office and Hotel development and a mix of Office-Retail-Residential development. The Town's Land Use Policy Map indicates *Regional Office, Community Office, Community Office/Light Industrial* and *Major Institutional* on



the adjoining properties. The County's Planned Land Use Map indicates a *Business* use on the adjoining parcels in the County.

Significant transportation improvements are being planned in the area. KSI will construct an Interchange at Route 7-River Creek Parkway/Crosstrail Blvd. as part of the project. VDOT and the Town are planning an additional interchange at Route 7- Battlefield Parkway. Additional road improvements are being planned for Battlefield Parkway.

A Phase 1 Environmental Site Assessment was performed on the property in 2004. No impacts were found and no remediation or further investigation was recommended.

A search of the records of the Virginia Department of Historic Resources was conducted in 2004 by Thunderbird Archeological Associates, Inc. and it was found that no archeological sites or standing structures were recorded on the Village at Leesburg property. No further archeological investigation was determined to be required at that time.

2e. Projected positive social, economic, environmental and transportation impacts of the project can be expected with the location of the Government Administrative Center at the Village at Leesburg.

Locating within the Town limits will mitigate the impact that moving the County offices out of the Town Historic District may have. Private companies that do business with the County – law firms, engineering/surveying, title companies, and similar businesses – may be more likely to retain their offices in the Town rather than follow the County to a new location.

Both the Town and County Land Use plans indicate a desire to encourage the development of this site and the adjoining properties with office uses. The location of the County Government Center at the Village at Leesburg can spur the development of the offices/businesses on this property and adjoining parcels at a quicker pace than may occur without such a major use.

2f. A preliminary proposed schedule for the work and completion:

Selection:	November 1, 2007
Programming:	February 2007 to November 1, 2007
Development:	November 1, 2007 to May 1, 2008
Design:	November 1, 2007 to February 1, 2009.
Construction:	February 1, 2009 to August 1, 2010
Building Commissioning:	August 1, 2010 to December 1, 2010
Furnishing:	October 1, 2010 to April 1, 2011
Occupancy:	April 1, 2011 to November 1, 2011
County Final Move-in:	November 1, 2011

A more detailed schedule can be developed with input from the County.

2g. The major contingency to be addressed is the expiration of County leases, if any, prior to the completion of the new buildings. A thorough review of the existing County leases needs to be made in order to identify any potential issues and solutions early in the process.

2h. Allocations of risk and liability and assurances for timely completion of the project are assumed by the Developer provided the County provides information and approvals in a timely manner. An exact statement of risk, liability and schedule will be addressed in the final development agreement with the County.

2i. State assumptions related to ownership, legal liability, law enforcement, and operation of the project are:

The proposal is based on the Developer owning and leasing the buildings to the County for twenty years and the County assuming ownership at the end of twenty years. If other ownership or lease structures are desired by the County, than the Developer is agreeable to discussing those structures with the County.

Legal liability during the twenty years would be addressed in the final development agreement/lease between the County and the Developer. For now, we assume it would be in accordance with the standard Landlord-Tenant responsibilities in a commercial lease agreement.

Law enforcement outside the premises would be responsible of the local municipality. Law enforcement inside the premises would be the responsibility of the County.

We understand that the County would prefer to operate the premises themselves. The exact responsibilities would be stated in the final development agreement/lease between the County and the Developer.

There are no restrictions on the County's use of the project after a Certificate of Use and Occupancy has been issued for the buildings and provided the County is current with all payments required by the final development agreement between the County and the Developer.

2j. It is envisioned that both buildings will be planned, designed and constructed at the same time. However, occupancy of the two buildings are not necessarily linked to each other and thus each could be occupied separately and will have



separate move-in schedules. It is envisioned that once the move-in begins that it will proceed uninterrupted to full occupancy. The exact duration will be established during the Detailed Stage of the RFP process with further input from the County.

2k. The assumptions relied on for the successful completion of the project are:

- i. We have assumed that the 400,000 SF building will be 440,000 gross square feet and the 100,000 SF building will be 110,000 gross square feet. We have assumed \$105/SF for the construction of the building shells.
- ii. We have assumed \$50/SF for the construction of interior improvements.
- iii. We have assumed \$4,500,000 for interior furnishings.
- iv. We have assumed that the County will furnish and install all special systems and equipment such as: telecommunications systems, computer systems, sound systems, security systems, and other systems that it may require.
- v. We have assumed that parking garages will be above-grade, precast concrete structures.
- vi. We have assumed that the County will furnish the Developer a final detailed space program of its objectives and requirements prior to execution of the final development agreement.

2l. The contingencies that must occur for the project to be successful are:

- i. The Town will need to issue certain approvals in a timely manner.
- ii. A process for effective communications and approvals between the County staff responsible for the project and the Developer will have to be established.
- iii. A development agreement mutually acceptable to the County and the Developer.